

We claim:

1. An electrical connection module for electrical connection to a first electrical component and a second electrical component, and which electrical connection module may be connected to a first electrical control circuit and/or a second electrical control circuit, and which electrical connection module may be mounted to a module mounting component that has a first side and a second side and through which module mounting component a passageway is defined, comprising:
  - (a) a rigid body;
  - (b) a first electrical terminal that is of rigid construction and which is fixedly engaged to and protrudes from said rigid body;
  - (c) a second electrical terminal that is of rigid construction and which is fixedly engaged to said rigid body;
  - (d) wherein said electrical connection module is constructed such that it can be fixedly mounted to the module mounting component with said rigid body disposed upon the second side of the module mounting component;
  - (e) wherein said electrical connection module is constructed such that it may be mounted to the module mounting component in such a manner that said first electrical terminal protrudes from a point of engagement of said first electrical terminal to said rigid body that is disposed upon a second side of the module mounting component, through the passageway defined through the module mounting component, to a free end of the first electrical terminal disposed upon the first side of the module mounting component at a same time that said second electrical terminal is disposed substantially entirely upon the second side of the module mounting component;
  - (f) wherein said electrical connection module is constructed such that said first electrical terminal and said second electrical terminal are or may be electrically connected to one another so that electricity may flow between said first electrical terminal and said second electrical terminal; and

(g) wherein said first electrical terminal and said second electrical terminal are constructed such that other components of the electrical connection assembly may be electrically connected to them.

2. The electrical connection module of Claim 1, wherein:

- (a) said rigid body comprises a rigid metallic member;
- (b) said first electrical terminal is rigidly engaged to said rigid metallic member in a manner such that said first electrical terminal is electrically connected to said rigid metallic member so that electricity may flow between said first electrical terminal and said rigid metallic member;
- (c) said second electrical terminal is rigidly engaged to said rigid metallic member in a manner such that said second electrical terminal is electrically connected to said rigid metallic member so that electricity may flow between said second electrical terminal and said rigid metallic member; and
- (d) said first electrical terminal and said second electrical terminal are always electrically connected to one another by said rigid metallic member such that electricity may flow between them through said rigid metallic member that they are both electrically connected to.

3. The electrical connection module of Claim 2, wherein:

- (a) said electrical connection module further comprises electrical insulation material that has a relatively high electrical resistance and that is engaged to said electrical connection module in locations such that, when said electrical connection module is properly mounted to the module mounting component, said electrical insulation material is disposed between some or all electricity conducting components of said electrical connection module and adjacent portions of the module mounting component that said electricity conducting components might otherwise contact and electrically connect to.

4. The electrical connection module of Claim 3, wherein:

- (a) said rigid metallic member is constructed with a strength and is engaged to other portions of said rigid body in a manner such that said rigid metallic member provides substantial reinforcement for said rigid body.

5. The electrical connection module of Claim 4, wherein:

- (a) said electrical connection module comprises first terminal electrical insulation material that radially surrounds a portion of said first electrical terminal that protrudes through the passageway defined through the module mounting component when said electrical connection module is properly mounted to the module mounting component;
- (b) said electrical connection module comprises body electrical insulation material that is engaged to said electrical connection module at a position such that said rigid metallic member is disposed upon a side of said body electrical insulation material opposite said free end of said first electrical terminal; and
- (c) when said electrical connection module is properly mounted to the module mounting component, said body electrical insulation material is disposed between said rigid metallic member and a portion of the module mounting component adjacent which said body electrical insulation material is disposed.

6. The electrical connection module of Claim 5, wherein:

- (a) said body electrical insulation material comprises a structural insulation member;
- (b) said structural insulation member is positioned such that substantially all components of said electrical connection module other than said first electrical terminal are disposed upon a side of said structural insulation member opposite said free end of said first electrical terminal; and
- (c) said structural insulation member is constructed and engaged to other portions of said rigid body of said electrical connection module in a manner such that said structural

insulation member, in conjunction with said rigid metallic member, provides substantial reinforcement for said rigid body of said electrical connection module.

7. The electrical connection module of Claim 6, wherein:

- (a) said first electrical terminal comprises a threaded shaft portion;
- (b) said first electrical terminal defines a shoulder that extends beyond said threaded shaft portion of said first electrical terminal in directions perpendicular to and away from a shaft axis of said threaded shaft portion of said first electrical terminal;
- (c) said shoulder defined by said first electrical terminal is defined at a point further from said free end of said first electrical terminal than said threaded shaft portion of said first electrical terminal;
- (d) said second electrical terminal comprises a threaded shaft portion;
- (e) said second electrical terminal defines a shoulder that extends beyond said threaded shaft portion of said second electrical terminal in directions perpendicular to and away from a shaft axis of said threaded shaft portion of said second electrical terminal; and
- (f) said shoulder defined by said second electrical terminal is defined at a point further from said free end of said second electrical terminal than said threaded shaft portion of said second electrical terminal.

8. The electrical connection module of Claim 7, wherein:

- (a) said first electrical terminal, said second electrical terminal, and said rigid metallic member are of such a construction that they may conduct electrical currents of up to 20 or more Amperes continuously without incurring damage and also such that they may conduct electrical currents of up to 100 or more Amperes for short periods of time without incurring damage.

9. The electrical connection module of Claim 1, wherein:

- a) said electrical connection module further comprises an electrical switching device mounted to said rigid body of said electrical connection module;
- b) said electrical switching device is constructed and is electrically connected to said first electrical terminal and said second electrical terminal in a manner such that said first electrical terminal and said second electrical terminal may selectively be electrically connected to one another by causing said electrical switching device to assume a closed operational state; and
- c) said electrical switching device is constructed and is electrically connected to said first electrical terminal and said second electrical terminal in a manner such that said first electrical terminal and said second electrical terminal may selectively be electrically disconnected from one another by causing said electrical switching device to assume an open operational state.

10. The electrical connection module of Claim 9, wherein:

- (a) said electrical switching device is a relay type switch that is constructed in a manner such that when said relay type switch is properly connected to the first electrical control circuit, whether said relay type switch is in a closed operational state or an open operational state depends at least partially upon events, such as current flow, in the first electrical control circuit.

11. The electrical connection module of Claim 10, wherein:

- (a) said electrical connection module further comprises electrical insulation material that has a relatively high electrical resistance and that is engaged to said electrical connection module in locations such that, when said electrical connection module is properly mounted to the module mounting component, said electrical insulation material is disposed between electricity conducting components of said electrical connection

module and adjacent portions of the module mounting component that said electricity conducting components of said electrical connection module might otherwise contact and electrically connect to.

12. The electrical connection module of Claim 11, wherein:

- (a) said electrical connection module comprises first terminal electrical insulation material that radially surrounds a portion of said first electrical terminal that protrudes through the passageway defined through the module mounting component when said electrical connection module is properly mounted to the module mounting component;
- (b) said electrical connection module comprises body electrical insulation material that is engaged to said electrical connection module at a position such that said electrical switching device is disposed upon a side of said body electrical insulation material opposite a free end of said first electrical terminal; and
- (a) when said electrical connection module is properly mounted to the module mounting component, said body electrical insulation material is disposed between said electrical switching device and a portion of the module mounting component adjacent which the body electrical insulation material is disposed.

13. The electrical connection module of Claim 12, wherein:

- (a) said body electrical insulation material comprises a structural insulation member;
- (b) said structural insulation member is positioned such that substantially all components of said electrical connection module other than said first electrical terminal are disposed upon a side of said structural insulation member opposite said free end of said first electrical terminal; and
- (c) said structural insulation member is constructed and engaged to other portions of said rigid body of said electrical connection module in a manner such that said structural insulation member provides substantial reinforcement for said rigid body of said electrical connection module.

14. The electrical connection module of Claim 13, wherein:

- (a) said relay type switch is a mechanically latching relay type switch that is constructed to be connected to both the first electrical control circuit and the second electrical control circuit;
- (b) said mechanically latching relay type switch is of such a construction that, when said mechanically latching relay type switch is properly connected to the first electrical control circuit and the second electrical control circuit, momentary flow of current in the first electrical control circuit causes said mechanically latching relay type switch to assume and mechanically latch in a closed operational state between said first electrical terminal and said second electrical terminal that said mechanically latching relay type switch is electrically connected to; and
- (c) said mechanically latching relay type switch is of such a construction that, when said mechanically latching relay type switch is properly connected to the first electrical control circuit and the second electrical control circuit, momentary flow of current in the second electrical control circuit causes said mechanically latching relay type switch to assume and mechanically latch in an open operational state between said first electrical terminal and said second electrical terminal that said mechanically latching relay type switch is electrically connected to.

15. The electrical connection module of Claim 14, wherein:

- (a) said first electrical terminal comprises a threaded shaft portion;
- (b) said first electrical terminal defines a shoulder that extends beyond said threaded shaft portion of said first electrical terminal in directions perpendicular to and away from a shaft axis of said threaded shaft portion of said first electrical terminal;
- (c) said shoulder defined by said first electrical terminal is defined at a point further from said free end of said first electrical terminal than said threaded shaft portion of said first electrical terminal;

- (d) said second electrical terminal comprises a threaded shaft portion adjacent a free end of said second electrical terminal;
- (e) said second electrical terminal defines a shoulder that extends beyond said threaded shaft portion of said first electrical terminal in directions perpendicular to and away from a shaft axis of said threaded shaft portion of said second electrical terminal; and
- (f) said shoulder defined by said second electrical terminal is defined at a point further from said free end of said second electrical terminal than said threaded shaft portion of said second electrical terminal.

16. The electrical connection module of Claim 15, wherein:

- (a) said first electrical terminal, said second electrical terminal, and said electrical switching device are of such a construction that they may conduct electric currents of up to 20 or more Amperes continuously without incurring damage and also such that they may conduct electric currents of up to 100 or more Amperes for short periods of time without incurring damage.

17. The electrical connection module of Claim 10, wherein:

- (a) said relay type switch is a mechanically latching relay type switch that is constructed to be connected to both the first electrical control circuit and the second electrical control circuit;
- (b) said mechanically latching relay type switch is of such a construction that, when said mechanically latching relay type switch is properly connected to the first electrical control circuit and the second electrical control circuit, momentary flow of current in the first electrical control circuit causes said mechanically latching relay type switch to assume and mechanically latch in a closed operational state between said first electrical terminal and said second electrical terminal that are electrically connected to said mechanically latching relay type switch;

(c) said mechanically latching relay type switch is of such a construction that, when said mechanically latching relay type switch is properly connected to the first electrical control circuit and the second electrical control circuit, momentary flow of current in the second electrical control circuit causes said mechanically latching relay type switch to assume and mechanically latch in an open operational state between said first electrical terminal and said second electrical terminal that are electrically connected to said mechanically latching relay type switch.

18. A vehicle, comprising:

- (a) a frame, to which a large percentage of components of said vehicle are engaged directly or indirectly, and from which a large percentage of components of said vehicle derive support directly or indirectly;
- (b) a suspension system that is engaged to and provides support for said frame;
- (c) one or more body structures engaged to and supported by said frame directly or indirectly;
- (d) an electrical system engaged to said vehicle;
- (e) a module mounting component engaged to said vehicle;
- (f) wherein said electrical system comprises a first electrical component engaged to said vehicle and disposed generally upon a first side of said module mounting component;
- (g) wherein said electrical system comprises a second electrical component engaged to said vehicle and disposed generally upon a second side of said module mounting component;
- (h) wherein said electrical system comprises an electrical connection assembly that is electrically connected to and extends between said first electrical component and said second electrical component;
- (i) wherein said electrical connection assembly comprises an electrical connection module;
- (j) wherein said electrical connection module comprises a rigid body that is fixedly mounted to said module mounting component and is disposed primarily upon said second side of said module mounting component;

- (k) wherein said electrical connection module comprises a first electrical terminal that is of rigid construction and that extends from a point of fixed engagement of said first electrical terminal to said rigid body disposed upon said second side of said module mounting component, through a passageway defined through said module mounting component, to a free end of said first electrical terminal that is disposed upon said first side of said module mounting component;
- (l) wherein said first electrical component is electrically connected to said first electrical terminal at a point disposed upon said first side of said module mounting component;
- (m) wherein said electrical connection module comprises a second electrical terminal that is of a rigid construction and that is fixedly engaged to said rigid body of said electrical connection module;
- (n) wherein said second electrical terminal extends from a point of engagement to said rigid body of said electrical connection module to a free end of said second electrical terminal that is disposed upon said second side of said module mounting component;
- (o) wherein said second electrical component is electrically connected to said second electrical terminal at a point disposed upon said second side of said module mounting component; and
- (p) wherein said electrical connection module is constructed such that said first electrical terminal and said second electrical terminal are or may be electrically connected to one another so that electricity may flow between said first electrical terminal and said second electrical terminal.

19. The vehicle of Claim 18, wherein:

- (a) said rigid body comprises a rigid metallic member;
- (b) said first electrical terminal is rigidly engaged to said rigid metallic member in a manner such that said first electrical terminal is electrically connected to said rigid metallic member so that electricity may flow between said first electrical terminal and said rigid metallic member;

- (c) said second electrical terminal is rigidly engaged to said rigid metallic member in a manner such that said second electrical terminal is electrically connected to said rigid metallic member so that electricity may flow between said second electrical terminal and said rigid metallic member; and
- (a) said first electrical terminal and said second electrical terminal are always electrically connected to one another by said rigid metallic member such that electricity may flow between them through said rigid metallic member that they are both electrically connected to.

20. The vehicle of Claim 19, wherein:

- (a) said electrical connection module further comprises electrical insulation material that has a relatively high electrical resistance and that is engaged to said electrical connection module in locations such that said electrical insulation material is disposed between electricity conducting components of said electrical connection module and adjacent portions of said module mounting component that said electricity conducting components of said electrical connection module might otherwise contact and electrically connect to.

21. The vehicle of claim 20, wherein:

- (a) said rigid metallic member is constructed with a strength and is engaged to other portions of said rigid body in a manner such that said rigid metallic member provides substantial reinforcement for said rigid body.

22. The vehicle of Claim 21, wherein:

- (a) said electrical connection module comprises first terminal electrical insulation material that radially surrounds a portion of said first electrical terminal that protrudes through said passageway defined through said module mounting component;

- (b) said electrical connection module comprises body electrical insulation material that is engaged to said electrical connection module at a position such that said rigid metallic member is disposed upon a side of said body electrical insulation material opposite said free end of said first electrical terminal; and
- (a) said body electrical insulation material is disposed between said rigid metallic member and said module mounting component.

23. The vehicle of Claim 22, wherein:

- (a) said body electrical insulation material comprises a structural insulation member;
- (b) said structural insulation member is positioned such that substantially all components of said electrical connection module other than said first electrical terminal are disposed upon a side of said structural insulation member opposite said free end of said first electrical terminal; and
- (a) said structural insulation member is constructed and engaged to other portions of said rigid body of said electrical connection module in a manner such that said structural insulation member, in conjunction with said rigid metallic member, provides substantial reinforcement for said rigid body of said electrical connection module.

24. The vehicle of Claim 23, wherein:

- (a) one only of said first electrical component and said second electrical component of said vehicle comprises an engine starter motor; and
- (b) whichever of said first electrical component and said second electrical component does not comprise an engine starter motor, comprises one or more automotive type electrical batteries.

25. The vehicle of Claim 24, wherein:

- (a) said electrical connection assembly further comprises first side electricity conducting components that are electrically connected to said first electrical terminal of said electrical connection module and that are also electrically connected to said first electrical component;
- (b) said electrical connection assembly further comprises second side electricity conducting components that are electrically connected to said second electrical terminal of said electrical connection module and that are also electrically connected to said second electrical component;
- (c) whichever of said first side electricity conducting components and said second side electricity conducting components is electrically connected to said automotive type electrical batteries that either said first electrical component or said second electrical component comprises, comprises automotive type battery cables; and
- (d) whichever of said first side electricity conducting components and said second side electricity conducting components is electrically connected to said engine starter motor that either said first electrical component or said second electrical component comprises, comprises large gauge electrical cables that are similar in construction to said automotive type battery cables.

26. The vehicle of Claim 25, wherein:

- (a) said frame of said vehicle comprises two frame rails that are disposed such that they extend substantially parallel to one another and also substantially parallel to a longitudinal axis of said vehicle;
- (b) one of said frame rails of said frame of said vehicle is said module mounting component to which said electrical connection module is fixedly mounted;
- (c) said passageway defined through said module mounting component through which said first electrical terminal protrudes is defined through a web portion of said frame rail that is said module mounting component;

- (d) said engine starter motor, that either said first electrical component or said second electrical component comprises, is disposed generally between said two frame rails that said frame of said vehicle comprises; and
- (e) said automotive type electrical batteries, that either said first electrical component or said second electrical component comprises, are located generally upon a side of said frame rail that is said module mounting component, opposite said engine starter motor.

27. The vehicle of Claim 26, wherein:

- (a) said first electrical terminal comprises a threaded shaft portion;
- (b) said first electrical terminal defines a shoulder that extends beyond said threaded shaft portion of said first electrical terminal in directions perpendicular to and away from a shaft axis of said threaded shaft portion of said first electrical terminal;
- (c) said shoulder defined by said first electrical terminal is defined at a point further from said free end of said first electrical terminal than said threaded shaft portion of said first electrical terminal;
- (d) said second electrical terminal comprises a threaded shaft portion;
- (e) said second electrical terminal defines a shoulder that extends beyond said threaded shaft portion of said second electrical terminal in directions perpendicular to and away from a shaft axis of said threaded shaft portion of said second electrical terminal; and
- (f) said shoulder defined by said second electrical terminal is defined at a point further from said free end of said second electrical terminal than said threaded shaft portion of said second electrical terminal.

28. The vehicle of Claim 18, wherein:

- (a) one only of said first electrical component and said second electrical component of said vehicle comprises an engine starter motor; and

(b) whichever of said first electrical component and said second electrical component does not comprise an engine starter motor, comprises one or more automotive type electrical batteries.

29. The vehicle of Claim 28, wherein:

- (a) said electrical connection assembly further comprises first side electricity conducting components that are electrically connected to said first electrical terminal of said electrical connection module and that are also electrically connected to said first electrical component;
- (b) said electrical connection assembly further comprises second side electricity conducting components that are electrically connected to said second electrical terminal of said electrical connection module and that are also electrically connected to said second electrical component;
- (c) whichever of said first side electricity conducting components and said second side electricity conducting components is electrically connected to said automotive type electrical batteries, that either said first electrical component or said second electrical component comprises, comprises automotive type battery cables; and
- (a) whichever of said first side electricity conducting components and said second side electricity conducting components is electrically connected to said engine starter motor, that either said first electrical component or said second electrical component comprises, comprises large gauge electrical cables that are similar in construction to said automotive type battery cables.

30. The vehicle of Claim 29, wherein:

- (a) said frame of said vehicle comprises two frame rails that are disposed such that they extend substantially parallel to one another and also substantially parallel to a longitudinal axis of said vehicle;

- (b) one of said frame rails of said frame of said vehicle is said module mounting component to which said electrical connection module is fixedly mounted;
- (c) said passageway defined through said module mounting component through which said first electrical terminal protrudes is defined through a web portion of said frame rail that is said module mounting component;
- (d) said engine starter motor, that either said first electrical component or said second electrical component comprises, is disposed generally between said two frame rails that said frame of said vehicle comprises; and
- (a) said automotive type electrical batteries, that either said first electrical component or said second electrical component comprises, are located generally upon a side of said frame rail that is said module mounting component, opposite said engine starter motor.

31. The vehicle of Claim 18, wherein:

- (a) said electrical connection module further comprises an electrical switching device mounted to said rigid body of said electrical connection module;
- (b) said electrical switching device is constructed and is electrically connected to said first electrical terminal and said second electrical terminal in a manner such that said first electrical terminal and said second electrical terminal may selectively be electrically connected to one another by causing said electrical switching device to assume a closed operational state; and
- (c) said electrical switching device is constructed and is electrically connected to said first electrical terminal and said second electrical terminal in a manner such that said first electrical terminal and said second electrical terminal may selectively be electrically disconnected from one another by causing said electrical switching device to assume an open operational state.

32. The vehicle of Claim 31, wherein:

- (a) said electrical switching device is a relay type switch;

- (b) said electrical system of said vehicle comprises a first electrical control circuit to which said relay type switch is connected;
- (c) said relay type switch and said first electrical control circuit are constructed such that, whether said relay type switch is in a closed operational state or an open operational state depends at least partially upon events, such as current flow, in said first electrical control circuit.

33. The vehicle of Claim 32, wherein:

- (a) said electrical connection module further comprises electrical insulation material that has a relatively high electrical resistance and that is engaged to said electrical connection module in locations such that said electrical insulation material is disposed between electricity conducting components of said electrical connection module and adjacent portions of said module mounting component that said electricity conducting components of said electrical connection module might otherwise contact and electrically connect to.

34. The vehicle of Claim 33, wherein:

- (a) said electrical connection module comprises first terminal electrical insulation material that radially surrounds a portion of said first electrical terminal that protrudes through said passageway defined through said module mounting component;
- (b) said electrical connection module comprises body electrical insulation material that is engaged to said electrical connection module at a position such that said electrical switching device is disposed upon a side of said body electrical insulation material opposite said free end of said first electrical terminal; and
- (a) said body electrical insulation material is disposed between said electrical switching device and said module mounting component.

35. The vehicle of Claim 34, wherein:

- (a) said body electrical insulation material comprises a structural insulation member;
- (b) said structural insulation member is positioned such that substantially all components of said electrical connection module other than said first electrical terminal are disposed upon a side of said structural insulation member opposite said free end of said first electrical terminal; and
- (c) said structural insulation member is constructed and engaged to other portions of said rigid body of said electrical connection module in a manner such that said structural insulation member provides substantial reinforcement for said rigid body of said electrical connection module.

36. The vehicle of Claim 35, wherein:

- (a) said electrical system of said vehicle further comprises a second electrical control circuit;
- (b) said relay type switch is a mechanically latching relay type switch that is connected to both said first electrical control circuit and said second electrical control circuit of said electrical system of said vehicle;
- (b) said mechanically latching relay type switch and said first electrical control circuit are of such a construction that momentary flow of current in said first electrical control circuit causes said mechanically latching relay type switch to assume and mechanically latch in a closed operational state between said first electrical terminal and said second electrical terminal that are electrically connected to said mechanically latching relay type switch; and
- (c) said mechanically latching relay type switch and said second electrical control circuit are of such a construction that momentary flow of current in said second electrical control circuit causes said mechanically latching relay type switch to assume and mechanically latch in an open operational state between said first electrical terminal and said second

electrical terminal that are electrically connected to said mechanically latching relay type switch.

37. The vehicle of Claim 36, wherein:

- (a) one only of said first electrical component and said second electrical component of said vehicle comprises an engine starter motor; and
- (b) whichever of said first electrical component and said second electrical component does not comprise an engine starter motor, comprises one or more automotive type electrical batteries.

38. The vehicle of Claim 37, wherein:

- (a) said electrical connection assembly further comprises first side electricity conducting components that are electrically connected to said first electrical terminal of said electrical connection module and that are also electrically connected to said first electrical component;
- (b) said electrical connection assembly further comprises second side electricity conducting components that are electrically connected to said second electrical terminal of said electrical connection module and that are also electrically connected to said second electrical component;
- (c) whichever of said first side electricity conducting components and said second side electricity conducting components is electrically connected to said automotive type electrical batteries, that either said first electrical component or said second electrical component comprises, comprises automotive type battery cables; and
- (d) whichever of said first side electricity conducting components and said second side electricity conducting components is electrically connected to said engine starter motor, that either said first electrical component or said second electrical component comprises, comprises large gauge electrical cables that are similar in construction to said automotive type battery cables.

39. The vehicle of Claim 38, wherein:

- (a) said frame of said vehicle comprises two frame rails that are disposed such that they extend substantially parallel to one another and also substantially parallel to a longitudinal axis of said vehicle;
- (b) one of said frame rails of said frame of said vehicle is said module mounting component to which said electrical connection module is fixedly mounted;
- (c) said passageway defined through said module mounting component through which said first electrical terminal protrudes is defined through a web portion of said frame rail that is said module mounting component;
- (d) said engine starter motor, that either said first electrical component or said second electrical component comprises, is disposed generally between said two frame rails that said frame of said vehicle comprises; and
- (e) said automotive type electrical batteries, that either said first electrical component or said second electrical component comprises, are located generally upon a side of said frame rail that is said module mounting component, opposite said engine starter motor.

40. The vehicle of Claim 39, wherein:

- (a) said first electrical terminal comprises a threaded shaft portion;
- (b) said first electrical terminal defines a shoulder that extends beyond said threaded shaft portion of said first electrical terminal in directions perpendicular to and away from a shaft axis of said threaded shaft portion of said first electrical terminal;
- (c) said shoulder defined by said first electrical terminal is defined at a point further from said free end of said first electrical terminal than said threaded shaft portion of said first electrical terminal;
- (d) said second electrical terminal comprises a threaded shaft portion at a free end of said second electrical terminal;

- (e) said second electrical terminal defines a shoulder that extends beyond said threaded shaft portion of said second electrical terminal in directions perpendicular to and away from a shaft axis of said threaded shaft portion of said second electrical terminal; and
- (f) said shoulder defined by said second electrical terminal is defined at a point further from said free end of said second electrical terminal than said threaded shaft portion of said second electrical terminal.

41. The vehicle of Claim 32, wherein:

- (a) one only of said first electrical component and said second electrical component of said vehicle comprises an engine starter motor; and
- (b) whichever of said first electrical component and said second electrical component does not comprise an engine starter motor, comprises one or more automotive type electrical batteries.

42. The vehicle of Claim 41, wherein:

- (a) said electrical connection assembly further comprises first side electricity conducting components that are electrically connected to said first electrical terminal of said electrical connection module and that are also electrically connected to said first electrical component;
- (b) said electrical connection assembly further comprises second side electricity conducting components that are electrically connected to said second electrical terminal of said electrical connection module and that are also electrically connected to said second electrical component;
- (c) whichever of said first side electricity conducting components and said second side electricity conducting components is electrically connected to said automotive type electrical batteries, that either said first electrical component or said second electrical component comprises, comprises automotive type battery cables; and

- (d) whichever of said first side electricity conducting components and said second side electricity conducting components is electrically connected to said engine starter motor, that either said first electrical component or said second electrical component comprises, comprises large gauge electrical cables that are similar in construction to said automotive type battery cables.

43. The vehicle of Claim 42, wherein:

- (a) said frame of said vehicle comprises two frame rails that are disposed such that they extend substantially parallel to one another and also substantially parallel to a longitudinal axis of said vehicle;
- (b) one of said frame rails of said frame of said vehicle is said module mounting component to which said electrical connection module is fixedly mounted;
- (c) said passageway defined through said module mounting component through which said first electrical terminal protrudes is defined through a web portion of said frame rail that is said module mounting component;
- (d) said engine starter motor, that either said first electrical component or said second electrical component comprises, is disposed generally between said two frame rails that said frame of said vehicle comprises; and
- (d) said automotive type electrical batteries, that either said first electrical component or said second electrical component comprises, are located generally upon a side of said frame rail that is said module mounting component, opposite said engine starter motor.